



Newsletter NOVEMBER 2004

NORFOLK INDUSTRIAL ARCHAEOLOGY SOCIETY
 C/O NORFOLK MUSEUMS & ARCHAEOLOGY SERVICE
 SHIREHALL, MARKET AVENUE NORWICH NR1 3JQ

Angerona Bone Mills, 1878

M. B. Bowler *Banham*

Bought of JAMES VINCE,
 GROUND BONES ARTIFICIAL MANURE MANUFACTURER.
 GUANO, NITRATE OF SODA, &c., &c.

Payment Cash.—If not paid within 30 days, 5 per cent will be charged in addition.

April 16	5 Bags Top Dressing		4	5 "
May 6	3 Bags Manure to Market		2	8 "
"	1/2 ton Fish Salt			15 "
		L	7	8 "
Cr				
April 16	By 5 cwt Manure			
May 6	By 5 cwt do		7	6 "
May 1 st	By 4-2-0 - Hay		1	0 "
July 24	By 1 cwt Manure		6	15 "
		L	15	13 -

Among the items on the above billhead are 5 bags of Top Dressing and 1/2 ton of fish salt.

With this Newsletter you will find the notice of the Annual General Meeting to be held on Thursday, 2nd December, and the various reports concerning our main activities during the

ADVANCE NOTICES

Graham Smith, N.I.A.S. Treasurer, has asked that it be made known that he will not be present at the A.G.M. on 2nd December due to other commitments. If anybody has any queries which they wish to draw to his attention please let him know beforehand so that the particular point can be examined, discussed if necessary, and answers given.

VISIT TO BRITISH SUGAR

A reminder that our visit to British Sugar at Cantley will take place on Thursday, 25th November at 6 pm. On arrival please report to the security office - we will be directed what to do from there. Members need to be aware that they are visiting a factory environment, parts of which can be hot, with the requirement to ascend and descend stairs. Ladies may wish to wear trousers as there are sections of open mesh flooring. All protective clothing, which includes a safety helmet, eye protection and an overall will be provided. Please wear stout footwear, with toe protection if possible. It is likely that the visit will last between 2 and 3 hours.

Directions from Norwich: travel on the A47 to the junction with the B1140 (White House Corner) Turn right onto the B1140, which then turns almost immediately left, sign-posted to Cantley. Follow the road through Beighton, to the factory gate and wait outside for a security person or our guide. The car park is inside the main gate.

CORRECTIONS

In the August 2004 Newsletter, the last paragraph of the report says we 'might have gained some new members'. This should read 'may have gained . . .'

On the same page, one of the railwaymen in the Thorpe crash is named as John Piper. This should read John PRIOR.

MEETINGS AT THE CHARING CROSS CENTRE

Aylsham: 1850s to 1950s by Derek Lyons

Thursday 2nd September

N.I.A.S. member Derek Lyons is Assistant Archivist of Aylsham Local History Society, with special responsibility for the 2,000 photographs in its collection. The collection was started c. 100 years ago by the then Parish Clerk, Harry Proudfoot, and it is now fairly extensive.

This was essentially a visual evening, and Derek showed slides which he had taken of many of the photographs, covering a wide range of subjects. Most of the sites are still recognisable, but, like most other places, there has been change over the years. Starting in the town centre, we saw Henry Page's North Norfolk Supply Stores, Aylsham's department store for many years until it was destroyed by fire in January 1960. A chemist, baker, and fruiterer now occupy the site, but the old shop is still much missed.

Then came a much earlier photograph, a view from the church tower, looking south-west.

This dated from 1839 - 1840, before the building of the workhouse (now St. Michael's Hospital), on Cawston Road. Next came the Black Boys Hotel in the 1860s, with a pedlar selling his wares outside. He wore a stovepipe hat. This picture is believed to have been taken by W.J. Finch. By now cameras were using glass slides. On the opposite side of the Market Place was the stamp office and post office, run by a Mrs. Clements. This is now Barnwell's, stationers and booksellers.

Joseph Clover, born in 1825 in a house which used to stand on the site now occupied by the Library, became apprenticed to Mr. Gibson, a Norwich surgeon. Clover invented a machine for administering chloroform. The Town Hall opened in 1857 as a Corn Hall. When the railways came to Aylsham in the latter part of the nineteenth century there was no longer a need for a corn hall, and the building was sold to Mr. Forster, a solicitor. An extension was added around the time of Queen Victoria's Diamond Jubilee in 1897.

Industrial sites included the water mill, used for animal feed, and operated for some years by Barclay and Pallett. The mill is now converted to living accommodation. The gas works in Millgate opened in the 1850s and provided the town with gas made on site until 1938, when the supply was piped from Norwich.

So far this account has mentioned only work, but Derek also showed some pictures of leisure activities, namely a carnival in 1936, the Aylsham Show on the recreation ground in the 1950s, and the football team from c.1900.

Derek said that one or two people a week made use of the archives, hoping to trace their family trees. Derek and Mary Manning added some information from the audience: Derek said that the telephone exchange used to be in what is now the Somerfield supermarket, and Mary told an amusing tale about the fire brigade. At one time the North Walsham brigade covered Aylsham, and in answering a call they were travelling a little too fast round one corner. As a result of this one of the firemen was thrown over a hedge!

"Aylsham", wrote Jonathan Mardle in 1954, "is very much a town." It maintains its very pleasant air in more ways than one, and may Derek and the Local History Society go on recording its history. At the end of the evening a vote of thanks was given by Philip Tolley.

Curious Remains of Conflict, by Stuart Bowell

Thursday, 7th October

Town walls, city walls, baronial castles and even airfields: examples of building for defence of a neighbourhood or region. Some earthworks date back to the Iron Age and, as Stuart Bowell said, the more they disappear, the more interesting they become.

Near Norwich, the Roman town of Venta Icenerum (the town of the Iceni) at Caistor St. Edmund, became more widely known after aerial photographs were taken in the 1930s. It is likely that this site was re-fortified over the years.

Forts extended from Vectis (the Isle of Wight) to the Wash, and were designed to intercept Saxon raiders. Burgh Castle, at the junction of the Yare and the Waveney, guarded Caister by Yarmouth. What we see at Burgh Castle dates from the 3rd century. A Celtic saint named Fursey set up a monastic site within the walls.

The Devil's Dyke can be seen just west of Newmarket. Possibly Anglo-Saxon, it stretches from Stetchworth to Reach, a distance of 7.5 miles. Until 1836 it formed an ecclesiastical boundary.

Caister Castle began in 1430 by Sir John Fastolf, cost £6,000 to build. He wanted a visible sign of worldly success, hence the use of brick. There is also a five storey, brick-built artillery tower. Baconsthorpe Castle, from 1460, was built for John Heydon, a successful lawyer. Great Yarmouth had 15 towers in its wall; only three remain. Norwich's walls were a sign of the growing prestige of the city. Much of the cost of building was borne by Richard Spynke.

In the Napoleonic era 103 towers were built between Seaford, Sussex and Slaughden, Suffolk. Work did not begin on the Suffolk towers until 1808; there were 18, of which 11 remain. They were built of yellow bricks made in London, set in a lime ash mixture. The upper floor housed a small garrison. The Second World War brought pill boxes and 'dragons' teeth', anti-tank measures. Examples can be seen at East Lane, Bawdsey. Shingle Street, Suffolk, was a munition test area. There is still speculation over what happened here, with tales of the sea being set on fire. Even now, the records are closed for 75 years. Further up the coast, Orford Ness was used for testing atomic materials, but this site has been made public.

Stuart Bowell showed some slides of Burgh Castle, the Devil's Dyke, Haughley, Thetford, the Black Tower on Carrow Hill, Norwich, and Caister Castle. At the end of his talk a vote of thanks was given by Philip Tolley.

DERBYSHIRE MINIBUS TRIP 29-31ST MAY 2004

We have now gone full circle with a return to Derbyshire, the venue for our very first mini-bus adventure back in 1982. We left Norwich on the Saturday morning with eight on board, to be joined by an ex-patriot member on arrival.

The Derby Silk Mill Industrial Museum contains good displays of the county's many industries, resembling the Bridewell in many ways. Belper North Mill is part of the large complex erected by the Strutt family, originally with nail-making in mind, but by 1900 this had moved to the Black Country and cotton had taken over. The raw cotton came from America via Liverpool docks, once unpacked it was carded, spun, and woven into thread for the manufacture of knitwear and hosiery etc. The High Peak Junction Workshops was the H.Q. of the Cromford and High Peak Railway, built to take goods from the Cromford Canal over the hills to Whaley Bridge. It is now a popular route for walkers and mountain bikers. It was interesting to note that the runaway wagon in the Sheep Pasture catch-pit has almost sunk from sight, presumably due to water running down the incline into it. A short walk along the banks of the Cromford Canal brought us to the Leawood Pump, a beam engine built in 1849 to pump water from the Derwent into the canal, it should have been in steam, but unfortunately it wasn't. Accommodation for the weekend was at The Sandpiper Hotel near Chesterfield.

On the Sunday morning we began at the Barrow Hill Roundhouse Railway Centre in Staveley,

which is a recent and most impressive addition to railway preservation, it has the feel of a BR engine shed during the transition from steam to diesel. Built by the Midland Railway in 1870, the building is actually square, with a 55ft turntable in the centre, radiating to 24 roads, each ranging from 40 to 80 ft in length. At Bakewell we met up with Ian Bunting, who squashed us into his Landrover for the trip up to the Magpie Mine to inspect the surface remains of a lead mine that in 350 years of use, never managed to make a profit! It finally closed in 1950. Apparently a curse was bestowed on it by its neighbouring mine and it suffered bad luck ever-after - even the cottage here caught fire following its restoration! After lunch in Bakewell we heeded the warning to avoid Matlock on a Bank Holiday, and headed uphill instead to Middleton Top Engine House further up the Cromford & High Peak Railway, where as usual the beam engine was turning under electric power. Here splinter groups also visited the National Stone Centre, and the Steeple Grange Light Railway further down the incline. A walk-about in Wirksworth followed. The journey to Bonsall for our evening meal at the Barley Mow added a bit of excitement as we endeavoured, and somehow managed, to shunt a lengthy mini-bus around an impossibly tight hairpin on a near vertical slope!

Monday began with a quick visit to Arkwright's Mills at Cromford, and the Cromford Canal. Crich Tramway Village continues to amaze with every visit and today was no exception with its Great Exhibition Hall featuring tramcars, components, adverts etc. laid out in true Crystal Palace style. En-route for home our intended call at Papplewick Pumping Station found the place close for refurbishment, so we looked briefly at a restored workhouse and a listed redundant brewery at Newark, followed by a glimpse of Sutton Bridge Dock. For our final meal we again called in at the Knight's Hill pub at North Wootton, near King's Lynn.

Thanks to Mike V and David A for arranging the trip and the brilliant weather. CF.

THE SUMMER SOCIAL, Saturday, 7th August by Patricia Wills-Jones

What a pleasant and balmy evening presented itself for the summer social, when thirty members of the Society and three guests visited the Museum of the Broads

Di Cornell introduced us to the independent museum, a registered charitable trust, which is the only museum devoted to the social history of the Broads. In the past each village on the Broads had its own working staithe where various goods such as coal and grain were taken on and off wherries. The staithe at Stalham is nearly perfect while most of the others have disappeared, or have changed a great deal, such as Wroxham, Honing, Beccles and Coltishall. The Granary next door known as Cooks Staithe would appear to be around 200 years old and the first building on the site. One of the Museum's buildings can be dated back to 1820, when it was used as a storage shed for perishable goods. In the corrugated shed lined with pitch pine, an excellent video was playing. Produced by the Norwich Film Archive, it presented a fascinating history of the Broads and its waterways. In the different sheds that make up the museum there are many displays including traditional crafts, marshmen's tools, the development of the Broads, tourism, industry, famous people, boat models and boats that sailed the Broads, past and present.

The museum is staffed by a team of volunteers with a wide range of skills. One of their jobs is accessioning cupboards full of donated maps, records and diaries, which includes ledgers from the 1920s -30s of Leo Robinson's boatyard, which details 'nails and screws' bought and used. Eventually these records will be held on CD for the public to access. The museum's latest prestigious acquisition is called 'Maria', a unique racing Broads Lateener, from the Maritime Museum, who have held the boat in storage for many years without being able to display it publicly. The 'Maria', built in 1887, is a double masted boat, with a rig of 40ft, and is a third-size copy of a French Privateer/pirateer. It was built primarily for competitive racing and for many years was the fastest on the Broads.

The social side of the evening got under way around 7.30pm, when chairs were set out on the grass by the river. Bottles popped, Tupperware burped, plastic and cellophane rustled, plates and cutlery clattered, and jaws chomped as the moorhen went about her business with her two little chicks following close behind. Perfect.

MUNDESLEY WALKABOUT and SLIDE SHOW

Sunday, 12th September 2004

Some years ago N.I.A.S. organised walks round various towns, noting features of interest. Diss, Loddon and Swaffham are three places that come to mind, although the practice seems to have lapsed. However Graham and Jean Smith produced a map and a list of interesting points in Mundesley, and on this pleasant but rather windy day we set off in twos and threes to see what else could be found, pens, paper, and cameras to the ready. Eyes right, left up and down; noting details of buildings and even the names on manhole covers, quite often made at local foundries. Mundesley's watermill, destroyed by fire in 1956, had an overshot water-wheel, unusual in Norfolk. The wheel can still be seen.

After lunch we assembled in the Church Hall for a talk and slide show by Eric Reading. He mentioned that Mundesley's population in 1841 was 454, it dropped to 411 fifty years later, but by 1901 it had risen to 611. It was hoped that the town would develop in the same way as Cromer and Sheringham. Local bricks were used in the late nineteenth century development, and Mundesley Beach and Tide Company used to be on West Cliff. The gasworks were opened in 1903, although there is no sign of them today.

One of Eric's slides was of a large scale O.S. map dated 1906 showing the station, to which a branch line ran from North Walsham. There was an interesting note "railway in course of construction" - i.e. the Norfolk and Suffolk Joint line which served Trimingham, Overstrand and Sidstrand. This line closed in 1953, and that to North Walsham went 11.5 years later.

Eric showed slides of buildings which have now passed into history: the Mundesley Institute of October 1908, the site is now the church car park; Briarscliffe, one of the larger boarding houses, and the Grand Hotel, closed in 1990 - now flats. The Holiday Camp opened in 1933.

It had been a very enjoyable day, and, we hope, the first of a revival of town walks. Our thanks to Graham and Jean for organising the day and for their work in compiling a list of features and marking them on the map. Our combined lists of findings should make an interesting record.

N.I.A.S. Visit to the Wolf Brewery Ltd. Attleborough, on Saturday, 9th October 2004.

Ten NIAS members enjoyed a visit to the Wolf Brewery, housed in a modern industrial unit next door to Banham Poultry. The history of Wolf Brewery was explained to us by Mr. Wolf Witham, the founder and owner, and he then led us through the various stages of brewing, from the type of barley (grown at Wells), the production of their own yeast, to the end product of 72 gallons per day. They make many varieties of beer from light to dark - from 'Golden Jackal' to 'Granny Wouldn't Like It'. An interesting morning was concluded with a glass of Golden Jackal - reported to be very nice too - from a recent batch. J.S.

THE WRECK OF THE AMSTERDAM

by Jane Newick

"It was a dark and stormy night and the Captain said to the Mate" Thus starts many a sea story and this one is no different. The 18th century Dutch East Indiaman Amsterdam was beached near Hastings on her maiden voyage in a storm which saw her lose her rudder and suffer mutiny on board.

In 1969 a group of amateur treasure hunters starting digging at the then unknown wreck of the ship, and Peter Marsden from the Guildhall Museum of London, now the Museum of London, soon led an investigation into the condition of the wreck, her history, the people who sailed her and the possibility of raising the ship and taking her home. He published his findings in 1974. He is now the curator of the Shipwreck Heritage Centre in Hastings which contains many artifacts excavated from the ship.

The outline of the ship can still be seen at low tide on certain days of the year, and two thirds of the ship's hull still remains from its wreck in 1747. Workmen constructing a new sewer outfall near the wreck in 1969 found a number of artifacts in good condition (including her cannon, two of which, sad to relate, were never seen again). The then curator of Hastings Museum, a genial Yorkshireman named John Manwaring Baines, was enlisted to maintain a watching brief as the contractors continued their work. He reported that due to the position of the site the stench was atrocious! Excavating in an area where a town's sewage had been pumped for a number of years is not to be recommended to those with sensitive noses!

The Amsterdam was one of the largest ships owned by the Dutch East India Company, 150 feet from stem to stern and displacing 700 tons. She had two sister ships, built in Amsterdam at the same time, the Hartemkamp and the Elswout. Such was the success of the design that constructional parts for the ships were stored until a new ship was required and a new ship the size of the Amsterdam could be off the stocks in three to four months whereas a British warship would take a year, or even two, to complete. Captain Willem Klump was thirty-three years of age and this was only his second command. The ship was bound for Batavia on a journey that would take six to nine months and take her half way around the world. She sailed in company with five other ships, including her sister ships. There were about three hundred sailors and soldiers on board (the soldiers were there to maintain discipline). The ship started her journey on 8th January 1749 and after a severe gale in the English Channel during which about fifty of her crew died, she limped into Pevensy Bay on 23rd January where she struck the sea-bed and her rudder was torn off. The crew apparently mutinied and

she was beached near Hastings on January 26th.

The logs of all the ships in the fleet have been lost but the events have been reconstructed from chance references in contemporary letters and newspaper reports. Conditions on board were primitive and a story has been handed down in Hastings that a specific disease, 'black' or 'yellow' fever, was responsible for a high number of deaths. The gale stands out as one of the worst ever recorded, and it affected the whole of the South of England. Some brave fishermen from Hastings managed to get a boat out to the stricken ship to offer assistance (this may not have been wholly from good intentions, salvage was possibly on their minds)

but Captain Klump was appreciative but firm in his resolve to try to reach Portsmouth as soon as the gale abated. However the crew, mindful of the increasing death rate, and surrounded by the sick and dying, wanted the ship beached. They breached the partition that held the excess cargo and gin and wine flowed freely enough to dim the idea of the death penalty that followed a mutiny. Two spent musket balls were found in the ship in 1969 and were proved to be of the same lead as the un-fired musket balls on board proving that the shots were fired by the English soldiers who later guarded the ship and there was no other situation except mutiny in which there was likely to have been any shooting.

The cannon were fired as a distress signal following the beaching of the ship and the passengers were rescued, leaving in such a hurry that they left their possessions behind. There were also twenty-eight treasure chests on board and Captain Klump was responsible for their security as well as helping the rescue of forty or so seamen who were sick or dying on the lower gun deck. All discipline, even among the more sober members of the crew, had gone. A professional smuggler, Anthony Watson, the leader of a small band of men, sneaked aboard while the captain was consulting with the Mayor ashore, broke open the treasure chests and extracted fifty ingots of silver, each 5lbs in weight and valued at £24, presumably passing them to confederates waiting in the waist-high swirling water underneath the gun ports who departed as efficiently and as quickly as they had come, undetected by anyone on board.

A troop of infantry was despatched to guard the wreck, but they were foot soldiers and would take another tide to arrive. The crowd on the beach was upwards of a thousand people, all intent on salvage. Not all the crew had taken advantage of the low tide to come ashore, as drink on board was free. Their drunken singing and shouting could be heard on shore.

Captain Klump was relieved to see that the Amsterdam was still whole, as he had left her when the storm abated. However there was a slight change. She was lower in the sand than she had been. The remaining crew were utilised to carry treasure chests to the Custom House, and they demanded 10% of the value of the silver, claiming that it was technically salvage. Klump made the best of a bad job and agreed to their demands, as the alternative was to lose the treasure to the beachcombers and looters. Subsequently Klump denied that he promised the men anything and the Company refused to pay up.

The infantry arrived to guard the wreck and Captain Klump with his crew, passengers, treasure (most of it) and ship now safe, set off on the London coach to meet the Company's representative who would arrange the salvage of the ship and the transportation of the

passengers, crew and treasure back to Holland. A reward of £2 per ingot “and no questions asked” was announced and thirty-four of the missing ingots were recovered in the next few weeks. The remaining ingots were deemed to be Anthony Watson’s share in the robbery and neither he nor the ingots were ever seen again.

The Amsterdam herself bodily disappeared from sight day by day into the shifting sands and their underlying yielding clay. The beach here is reasonably firm to the tread, but the weight of the waterlogged ship turned the sands into quicksand. As she sank lower, water and sand flowed in and came to fill her interior completely. In sixteen days she had sunk eight feet and it was not possible either to break into her holds using axes or dynamite. Gradually the forecabin, quarter and poop decks were destroyed and even the upper gun deck nearest the shore, but the lower gun-deck remained inaccessible. The sea had won the battle. A month after the shipwreck she was eighteen feet down. (Her keel now rests on a bed of sandstone.)

On the 11th March all attempts at salvage were formally terminated and the remaining goods on board were left, to be found by the archaeologists in due course. The Company Examiner concluded from his study of the ship’s log that the course of the ship and the standard of seamanship had been in conformity with official Company instructions and that the wreck had been beyond Klump’s power to prevent. Klump and his first and second mates were readmitted to the ranks of Company officers ready for another ship and another voyage.

The Amsterdam remains a Dutch ship and although now protected by the 1973 Protection of Wreck Act, the cost of raising her is considerable. Most of the interest in raising her stems from publicity in Britain and the Dutch government had indicated that the costs would be too great for them to undertake the work. So the wreck remains at Hastings. It lacks the charisma of the Mary Rose, but to those, like me, who were living at Hastings at the time of the excavation, she remains a tantalising historic entity.

I am indebted to the material in Peter Marsden’s book ‘The Wreck of the Amsterdam’ (Hutchinson, 1974) for the information in this article. JN.

SNIPPETS

In 1803 Robert Ransome discovered how to manufacture a cast iron ploughshare, which would remain sharp in use, just as expensive wrought iron ploughshare would do. George Biddell, Ransome’s grandson recalls “. . . an accident occurred through the bursting of a furnace, which gave way and all the molten metal ran out and some of it ran onto some iron plates and cooled rapidly - of course much more quickly than that which on to, the sandy ground of the foundry. When the metal had cooled down it was broken up and he observed that wherever it had run onto the iron plates it had changed its character; and the surface which had come immediately into contact with the iron plates was “chilled” and very hard and white in texture for quite good way into the metal.” - from the ‘Reminiscences of George A. Biddell (Ransome; Sims and Jefferies archives.) BF

ANNUAL REPORTS - i.a.w. ANNUAL GENERAL MEETING

MEMBERSHIP

The 2003 annual report showed we had received 107 subscriptions. Two visitors at the AGM joined as a family later in December. Four other new faces have been welcomed to membership in the quarterly Newsletter. Resignations total five. One individual has so far failed to reply to reminders. We have also 'lost' the subscription of David who, you may remember, was unanimously voted to Honorary Membership by the 2003 AGM.

The arithmetic is therefore: $107 + 5 - 5 - 1 - 1 = 105$; to which figure must be added our three Honorary Life Members, Mary and Derek Manning and new boy, David Durst.

Footnote: Subscriptions for 2005 may be paid on December 2nd.

BCT

RECORDS OFFICER

Records continue to accrue in our files albeit slower than earlier years. Graham and Jean Smith are steadily working through the backlog of computerising them. As the Society has a number of newer members it might be timely to ask members to look at their own neighbourhood and jot down any details of the remains of industrial activity still extant. It is through local knowledge that much of our industrial activity is remembered and as generations die out so the knowledge of where activity took place is lost.

DM

NIAS PUBLICATIONS

The 2004 Journal is being finalised (October 2004). The industries covered this time include brewing, fishing and organ building, along with accounts of fen drainage, mine clearance and of one of our important civil engineers. Locations range from Fens to the east coast. As usual, I am very grateful to all our contributors, and to our Art Editor, Barré Funnell.

Carol Haines

PUBLICITY

As Publicity Officer this year I have been involved in arranging the Summer Social at the Museum of the Broads in August (See report on page 5). The proposed new website and e-mail address has been discussed with Philip Tolley, and the NIAS entry in the 2004 Archaeology Handbook arranged. Also the NIAS display stands have been updated, in conjunction with Barré Funnell, and the advertisements about our activities supplied to the EDP 'What's On' section. This publicity included our monthly speakers, Gunton sawmill open days and visits like the Rosary Cemetery, and the sadly cancelled Bylaugh Hall event.

Chris Hoskins

FAKENHAM GAS WORKS

The museum continues to function steadily. There are serious problems with financing the continuing repairs to the buildings as the remains of the former British Gas want to be rid of the responsibility. The idea of opening every Thursday morning throughout the year is increasing visitor numbers and income.

A Heritage Lottery grant has allowed the museum to have an introductory video made - and many visitors rate it as the best introduction to a museum that they have seen. The video gives a very brief history of gas followed by an outline tour of what can be seen on the site, It was made by a local Norfolk company. A video room has been fitted out at the museum in the former workmen's rest room.

MM

NORWICH CONSERVATION AREA

The conservation committee has had rather an erratic year. Several meetings have been cancelled because there has been nothing noteworthy to discuss. The Colmans Paper Mill and Read Flour Mill sites continue to have plan after development plan put forward, although it does look as if something concrete may emerge shortly for both - the designs are all very modern. The organ works in St. Stephen's Square is to be converted into apartments. From the plans I have seen it seems to be a sympathetic development and will safeguard the building. Due to arrangements in the City Hall there is some doubt about the future of the committee. I have served as the Society's representative for some twenty years - about time someone else had a go - any offers?

DM

GUNTON SAWMILL

The mill has been open to the public on the fourth Sunday of the month throughout the summer, and on a couple of other special occasions for organised parties. It continues to function more or less properly. The volunteer group endeavour to meet every Monday for maintenance work and a good chinwag, the mill has been operating for getting on for twenty five years since restoration, and the wooden structure and components are behaving true to form - a bit of rot here, a bit of worm there. At this time the team feel they are keeping on top of it all.

The floor of the mill is earth, and gradually it had worn down to a very uneven surface - much of the earth having gone down the waste pipe of my bath at home! In the spring the team ordered a load of 'hoggin' which was dumped outside the mill, and it had to be barrowed inside and pounded flat with an industrial 'whacker plate'. The floor is still dusty and dirty, but now it is level, and accessible to wheelchairs, and folks who are not so good on their pins any more.

The scotch crane, subject of a Journal article in 2002, has been re-painted this year, and is still in fine working order. BF

NIAS DIARY

Meetings marked thus* are held monthly in the Charing Cross Centre, St. John Maddermarket, Norwich, on the first Thursday of the month at 7.30pm.

- *Thursday, 2nd December Annual General Meeting: see agenda followed by the usual drinks and nibbles. The Chairman will provide an 'entertainment' should time permit
- *Thursday, 6th January. Members' night.
A series of short presentations from members. Contributions welcome, if possible contact the Chairman in advance. If on your travels you have come across something which arouses your curiosity, perhaps raises questions, or is just unexpected (with and IA connection) then why not come along and tell us? If researching a project, maybe tell us a little. Visited a little-known museum or site? Tell us! Be it 3 minutes or 20, it doesn't matter, but the exchanges on members' night are part of what the Society is about. We can help if you would like slides made to illustrate your talk.
- *Thursday, 3rd February Speaker to be announced.
- *Thursday, 3rd March The Crisp Malting Group by Mr. Stan Sole and Andrew Howard 'Who we are, what we do.' A talk covering some of the history of Crisp Malting Group, from our traditional floor malting base through to our modern malting plant, what happens in the malting process, the kinds of malt we make, and the markets in which they are used. A look at the very traditional process of malting - what it is and how the means of making malt have changed with time. Illustrated.
- Saturday, 5th March 7.30pm Winter Social at Crown House, Horsham St. Faith. We are grateful to Brenda Taylor for allowing us to use her home. Usual arrangements, bring food and drinks.
Telephone: 01603 897912 for details.

NEWSLETTER EDITOR James Oxley-Brennan, 2 Albury Walk, Eaton, Nch. NR4 6JE
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Copy for the February Newsletter to the Editor by 15th January, please.

E-mail address for NIAS: info@norfolkia.org.uk. Web site: Norfolkia.org.uk

NOTE : The website is at the time of writing a temporary one whilst we set a new one up in the next few weeks. Some members have asked if we can do e-mail reminders, changes of programme etc. To be included on the list, e-mail Philip Tolley on mailme@norfolkia.org.uk.